

## GREAT CONGO CONCESSIONS.

### NOT ONLY RUBBER BUT COPPER AND RAILROADS.

Guggenheims Have Reports Which Lead Them to Expect Much From Copper Mining—Details Withheld Until the Belgian Parliament Votes Approval.

The concessions secured by American capitalists in the Congo Free State are much more comprehensive than has been indicated in the cables from Brussels and the statements made in this country since Thomas F. Ryan returned from abroad. They include not only exploitation of the India rubber resources of the State but a franchise to construct a railroad and mining leases over a territory rich in copper and half as large as Alaska. They mean, it is believed, the end of that exploitation of the Congo Free State by King Leopold which, while it has made the King and many of his subjects vastly wealthy, has led to protests from England and France and has aroused public indignation in most of the countries which took part in the Berlin conference of 1884. Those business interests of King Leopold in other words which, it is charged, have operated to the enslavement of hundreds of thousands of natives and to the torture or death of thousands besides pass out of his hands.

The consideration to King Leopold personally and to the Belgian Government, as well as the method of payment by the concessionaires, is withheld for the present, as are other details of the agreement. All the terms of the agreement are regarded as practically settled, for to all of them King Leopold and the Parliamentary leaders have agreed. But the Parliament has not formally voted approval, and until that is done there will be no detailed announcement from the New York capitalists who secure the concessions. It is expected that the formal approval of Parliament will be secured this week.

The rubber concession will go, as previously announced, to the American Congo Company, which was incorporated after Mr. Ryan's return to this country. The concession gives the company the rubber resources over 8,400,000 acres of land, which in the past have been operated so profitably as to make King Leopold one of the wealthiest men in the world and to make independent fortunes for many of his associates. Interested in the company are Thomas F. Ryan, the Messrs. Guggenheim, Harry Payne Whitney, Edward B. Aldrich, son of Senator Nelson W. Aldrich of Rhode Island, and John D. Rockefeller, Jr. The same men are interested in the Continental Rubber Company, a crude rubber concern, but it was stated officially yesterday that the American Congo Company will be entirely independent of the Continental Rubber Company and of the United States Rubber Company, which is the largest manufacturer of rubber goods in the United States and also has a crude rubber subsidiary.

The persons interested in the American Congo Company with the exception of Messrs. Aldrich and Rockefeller have in hand the formation of a mining company to work the mining concession. The projectors of this company are confident that the mining concession will not be at all less profitable than that for the extraction of rubber.

John Hays Hammond, general manager of the Guggenheim Exploration Company, who is probably more familiar with the mineral wealth of South Africa than any other American engineer, inspired the mining enterprise. Mr. Hammond got his first information concerning the wealth of the Congo while in South Africa, and this information has been very largely supplemented by researches made in the past year under his direction and that of A. Chester Beatty, also of the Guggenheim Exploration Company.

In this period expert mining engineers in the employ of the Guggenheims have prospected extensively in the Congo. They have, of course, been unable to examine the mining land of which they have heard, but they have found enough to convince their principals that there are accessible many rich mines of high grade copper ore. There is silver also and some gold, as well as other valuable minerals, but the principal reliance of the projectors is on copper. It is accordingly to copper mining that the company will first devote its energies.

According to "Stevens's Copper Handbook," the recognized authority on copper properties, "the Congo Free State has copper measures of unusual promise that eventually should make important mines."

The book adds: "Existence of copper ore deposits, some of which are apparently of workable size and richness, have been known for years, but no mining worthy of the name has been done. The natives of the upper Congo dig a little iron and copper ore, and smelt them with charcoal in pits for the making of weapons and utensils. At Katanga there are several large deposits, one occurring in a schistose sandstone. At Moak-Savoy a few small mines have been opened in limestone. Ore has also been found in Yambingo, at Manyanga and near the western shore of Lake Albert Nyanza."

There is thus no prior claim to the concession of the American capitalists. Whether or not the railroad concession is to go to the same persons who get the others none of those interested would say yesterday. It was intimated, however, that a separate company will be organized to exploit this concession, and that, no matter who finances the company, the course of railroad development will be in accordance with the desires of the rubber and mining companies.

Alfred Beit, the associate of Cecil Rhodes, who made millions out of diamond mines, left \$50,000,000 by will to be used in the development of the railroad system of Africa along the line of the Cape-to-Cairo road. The new Congo Free State road will undoubtedly connect with the Cape-to-Cairo route, which runs through the Free State, and very likely will be the beneficiary of part of the Beit bequest.

#### Congo Trap for Uncle Sam.

Special Cable Dispatch to The Sun.  
LONDON, Nov. 20.—The Antwerp correspondent of the *Telegraph* says that the concession to an American company in the Congo Independent State is regarded as a move on the part of the Congo Government to involve the United States in view of any international interference that may arise respecting the management of Congo affairs.

## KAISER APPRAISES HIMSELF.

He is Optimistic, Progressive and Too Often Misunderstood.

Special Cable Dispatch to The Sun.

BERLIN, Nov. 19.—The Kaiser's opinion of himself is revealed in a statement made by the poet, Gangahofer, about a lengthy conversation he had with his Majesty during the latter's recent visit to Munich. Talking over Gangahofer's writings, the Kaiser said that his opinion too greatly pleased him, as he himself was a thorough optimist. Happen what might he would remain such to the end of his life. He described himself as filled with joy in his work. He added:

"I want to go ahead. I will be happy if my people only understand my purposes and support me."

The Kaiser complained of the distrust which every hard worker meets with, quoting a sentence from Gangahofer's "Silence in the Woods" to the effect that one should not mistrust another without reason. Doing so wrongs the other and harms himself.

The same rule, he said, applies to politics. The German people have a future, whatever may be said, and consequently the Kaiser is always hurt on hearing the words "empire weariness." He works without weariness and thinks he is making progress.

The Kaiser next explained the reason for his fondness for travelling. He said his work was fatiguing and he must refresh himself with frequent change of scene. Therefore he regarded criticism in this respect as his nickname of the "travelling Emperor" as a good joke. He would not allow it to diminish his pleasure in seeing the world.

He regretted that many Germans did not know the beauty of their own country and said they ought to travel more, as to do so would tend to strengthen their love for their country. He regretted the complicated arrangements for his journeys. He would prefer to go automobileing alone, retaining as his guard of honor the "travelling Emperor" as a good joke. He would not allow it to diminish his pleasure in seeing the world.

When he succeeds in anything the world asks who advised him; when he fails it says he did not understand the matter. When I am doing things that are regarded as harmless when done by other princes the people demand the reasons. My only reply is that my acts are for the good of the German Empire and the German people."

The Kaiser concluded his speech with the fact that he often found appreciation, especially during his journeys.

## SOOTHING THE FILIPINOS.

Good Effects of Governor-General Smith's Tour Through Southern Islands.

Special Cable Dispatch to The Sun.

MANILA, Nov. 19.—The native newspapers comment in terms of satisfaction upon Governor-General Smith's successful tour of the southern islands. They express assurance that his conservative speeches and the freely given and patient conferences that he held with the Filipino leaders will have the effect of soothing political antagonisms and securing support in the provinces for the central government.

Albert Judd, agent for the Hawaiian Sugar Planters' Association, who came to Manila last May to negotiate with the Philippine Commission with a view to inducing Filipino families to work on the Hawaiian plantations, sailed to-day for Honolulu with fifteen natives from the province of Iloilo. These are to learn sugar cultivation in Hawaii. Should the experiment prove successful other natives, with their families, are expected to follow.

Gov. Smith will devote two days to the island of Leyte. He will traverse the dissected districts, penetrating the Pulajan strongholds, hearing petitions, discussing requirements with the municipal officials and observing the accomplishments of the political pacification committee appointed by former Gov. Ide during the recent Pulajan outbreak.

## KING SAVES TRADESMEN KICK.

Edward's New Italian Major-domo Rums Royal House on Business Lines.

Special Cable Dispatch to The Sun.

LONDON, Nov. 19.—There is an incipient revolt among the select body of tradesmen known as royal warrant holders owing to the strict business methods of an Italian who was recently put in charge of the King's housekeeping arrangements. It was decided that the Board of the Green Cloth, which controlled the victualling department of the palace, was far too extravagant, and hence the engagement of a former hotel proprietor, who was instructed to manage the royal household on ordinary business principles.

The royal tradesmen complain that the new chamberlain pays them just what he thinks fit. This is not exactly the case, for the new manager follows a fixed system in paying accounts. He keeps posted on the wholesale prices of all commodities and informs the tradesmen that 10 per cent. profit is quite enough for them. Anyway, that is all that he will pay.

The warrant holders reply that with high rents and taxes this is quite insufficient to cover expenses. They are now contemplating combined action in throwing up their royal warrants unless the major-domo's policy is abandoned.

## DEER SEEKS DIVERSION IN CITY.

Leaps Through Show Window, Then Away to Woods Through Butcher's Shop.

NEW LONDON, Conn., Nov. 19.—Bank street, one of the busiest thoroughfares in the city, was the scene this morning of eccentric capers by a wild buck deer.

The animal entered the city from the Pequott Colony, swimming across Shaw's Cove. Becoming alarmed at the throng of teamsters and pedestrians he made a dash across Bank street, cleanly vaulting a pair of horses attached to a truck and making a beeline for the plate glass window in Max Lewy's jewelry store.

Mrs. Lewy, who was alone in the store, was paralyzed with fright, but before she realized what had happened the deer turned about and plunged through the shattered window to the street.

A large crowd had collected and the deer, finding his path blocked, made a leap over the heads of the astonished onlookers. He ran into the front door of a meat market, then away over fences and across yards to the woods of Montville.

Deerfoot Farm Messages.  
With increasing knowledge of the danger to health through carelessly prepared food, consumers grow more fastidious in their selection. "Deer" means purity, delicacy, cleanliness.—Ad.

## STEAMERS CRASH; FORTY LOST

VESSEL WITH SEVENTY-NINE ON BOARD GOES DOWN.

Mate, Who Was in Charge, Ran His Vessel Across the Bow of a Freighter that Had the Right of Way, After Being Warned—Six Women Among Those Lost.

SEATTLE, Wash., Nov. 19.—The little Sound steamer Dix, on the Port Blakeley-Seattle route, with a list of eighty passengers and crew, collided with the Alaska Coast Company's steamship Jeanie last night at 7:24 o'clock two miles north of Alki Point and sank, carrying forty-two of her passengers and crew to the bottom of the sound.

The Jeanie was in command of Capt. P. H. Mason. The Dix was outward bound, in command of Parker A. Lermond, who was acting in the double capacity of captain and pursuer. C. Dennesson, mate, was at the wheel of the Dix when the collision occurred. The Jeanie pulled out from the Great Northern docks almost as the Dix left the Flyer dock for Port Blakeley. They approached each other on converging lines and for a moment or two before the accident were steaming side by side.

The Jeanie slowed down and waited for the Dix to pass. To do so it was necessary for the smaller vessel to pass across the Jeanie's bow from port to starboard. In passing the mate of the Dix put her hard to starboard instead of to port. The captain of the Jeanie noticed the error and at once reversed his engines, and was already backing away when the impact came.

The Dix was almost spitted on the bow of the Jeanie, then she heeled over into the sea, righted steadily and then sank stern first.

There was no time to put out a boat, no time for men to go to the rescue of women. The Dix's stern thrust itself into the smooth sea and, with a parting hiss of escaping steam, disappeared in a wild whirl of water.

The tragedy that has deluged Port Blakeley with grief was over in a moment.

The Jeanie was under such slow speed when the collision occurred that she was soon standing by and had her boats out to the rescue of those in the water.

After hours of search, at nearly 11 o'clock, she turned her head toward Virginia street dock with thirty-eight survivors aboard.

The Dix's passengers were nearly all residents of Port Blakeley, who were bound for home after spending the day in Seattle.

The Government launch Scout, the tug Tyee, sent out by the Alaska Coast Company, the Jeanie and relief boats sent out by the local newspapers searched the scene of disaster for any bodies that might have come to the surface or have drifted to adjacent shores.

The Dix lies in about 600 feet of water, with most of her deck imprisoned in her cabin.

Hurled from the deck of the steamer into the cold waters of the sound when the Jeanie crashed into the doomed craft, Manuel Reipeto and Bazantia Garcia, two Filipinos, swam to Pier 14, a distance of six miles, where they were dragged up on the dock more dead than alive. The men were standing on the deck of the Dix when she crashed into the Jeanie and the force of the shock threw both overboard. Both yelled for help when in the water, but they were not heard. There was no wreckage to which they could cling and they commenced to swim for their lives.

For the first few miles both bore up well, being expert swimmers. After some time, however, they became numb with cold and their movements became more and more sluggish. When almost ready to give up the struggle the lights on the Seattle docks loomed up in the distance and they took heart. The fear of death and hope of rescue lent strength and they reached the dock.

The survivors, as far as seen, without exception put the blame for the disaster on Mate Dennesson, of the Dix. Capt. Lermond explained that he was not in command of the vessel at the time, owing to the fact that on the Dix he does the double duty of master and pursuer. He was collecting tickets at the time.

"I cannot fathom Mate Dennesson's action," said the Dix's captain. "It was a case of criminal carelessness. Why he should have attempted to cross the Jeanie's bow is something I cannot see. The Jeanie had the right of way."

James McBane, a survivor, said: "The Dix simply tried to run across the bow of the Jeanie. She was clearly to blame. When the vessels came together I jumped overboard. I saw no other means of escape. I was picked up about five minutes later."

## WE CANNOT USE JERSEY WATER.

Court Says New York Has No Right to Pipe Away Streams of Sister State.

TRENTON, N. J., Nov. 19.—The Court of Errors and Appeals unanimously sustained to-day the decision of Vice-Chancellor Bergen holding constitutional the Bachelor act of 1905 prohibiting the diversion of water for the purpose of the Hudson River Water Company from carrying out its contract to supply Staten Island with water taken from the Passaic River at Little Falls.

Although not deciding some of the important questions raised collaterally in the argument, the decision is construed as a severe blow to the large water companies of New Jersey by asserting the sovereignty of the State in its waters, and leaving open the question as to the right to sell water by a company under a charter filed with the secretary.

The decision declares that "the common law recognizes no right in the riparian owner, as such, to divert water from the stream in order to make merchandise of it; also that New Jersey 'has not, by statute, changed the rule of the common law so as to make the water of our lakes and streams the subject matter of commerce in the ordinary sense."

Finally, the Court says: "The legislative policy has been to preserve and administer our water rights for the benefit of our own people, to whom by right of proximity and sovereignty they naturally belong. The State of New York or the people thereof have no inherent right to withdraw a supply of water from the territory of New Jersey by artificial means."

BROOKLYN FACTORY FOR SALE.  
Cheap. Speculators opportunity. 45,000 feet; near bridge; heavy construction; perfect. Many others. Lot, means purity, delicacy, cleanliness.—Ad.

## GEORGIA CAYVAN DEAD.

Six Last Years of the Actress's Life Spent in an Asylum.

Georgia Cayvan, the actress, died last night in the Sanford Hall Sanatorium in Flushing. She had been there for six years suffering with paresis and finally became almost blind. The proceeds of a benefit which was arranged for her at the Broadway Theatre on January 13, 1903, when it became known that her savings had been exhausted, were enough to take care of her until she died.

At the time of her retirement from the Lyceum Theatre company in 1894 it was said that Georgia Cayvan was the most popular actress on the American stage. Her appearances with the company in New York and her travels as its leading actress throughout the United States had gained a widespread following for her, especially among women, with whom she was always a particular favorite. Her career was practically confined to the years of her activity at the little theatre in Fourth avenue, as she appeared for only two seasons as a star before ill health compelled her retirement.

She was born in Maine in 1856 and went to Boston as a child. She studied elocution after leaving school and travelled through the New England towns as an elocutionist. Steele Mackaye, who heard her recite in those days, offered her a place in the Madison Square Theatre Company, but she refused it, as the stage did not then appeal to her. She decided later to make the attempt in Boston, and appeared there first as Hebe in "H. M. S. Pinafore" with the Boston Idealists. After a year in comic opera she came to this city and made her New York debut in 1879 at the Madison Square Theatre as Dolly Dutton in "Hazel Kirke." Later she appeared in the title role in 1881 she played *Daisy Brown* in "The Professor," which succeeded "Hazel Kirke." In the meantime she had appeared as *Jocasta* in a performance of "Edipus Rex," given under George Riddle's management at Booth's Theatre. Before she went to the Lyceum Miss Cayvan played in "The White Slave" at the Fourth Street Theatre, and in "The Roman Rye" at Booth's.

She acted in some revivals of its former repertoire at the Union Square Theatre and appeared in David Belasco's "May Blossom" at the Madison Square and in "Old Shipmates" at the Fourteenth. After that she was a star in "La Belle Russe," and in 1887 made her first appearance at the Lyceum Theatre as *Minnie Gieffan* in "Sweet Lavender." During her successful career at the head of the Lyceum Company she was seen in "The Wife," "The Charity Ball," "The Idler," "Nerves," "Lady Beautiful," "Squire Kate," "Americans Abroad," "Old Heads and Young Hearts," "A Woman's Silence," "The Amazons," "An American Duchess," "A Sheep in Wolf's Clothing" and other plays.

Miss Cayvan lived for three years in retirement before her illness. She was named as correspondent in the divorce case brought by Mrs. O. S. Teall, and although she was completely vindicated that her proceedings that followed, the accusation aggravated her illness. She was removed to the Flushing Sanatorium in December, 1900, and failed steadily from the time she was taken there.

## MCARREN MAN GOES IN.

As Head Brooklyn Street Cleaner, in Place of Clarke, Transferred.

Street Cleaning Commissioner Craven has transferred William Clarke, the assistant superintendent who had charge of the affairs of the department in Brooklyn, back to Manhattan, and has put in his place Assistant Superintendent A. A. Taylor, who is said to be close politically to Senator P. H. McArren, the leader of the Kings county Democracy. Mr. Craven also announced that he had picked out deputies for both Brooklyn and The Bronx, but he is not ready yet to make their names public.

Clarke gained his first spurs in the department when, under Col. Waring, he cleaned up the East Side below Fourteenth street. As a reward for his work he was promoted to the control of the Brooklyn end of the department. It was owing to a request on the part of the Mayor in the recent campaign that he be transferred that Commissioner Woodbury resigned. The request was made in the Mayor's office in the presence of McArren.

When Mr. Craven was appointed he announced that there would be no politics in the department, but his transfer of Clarke, coupled with his intention to appoint deputies in Brooklyn and The Bronx, was taken in the City Hall yesterday to mean that maybe there would. His first move after his appointment was to accept the resignation of Deputy Commissioner Gibson, who had refused to have dealings of any kind with politicians. Both Waring and Woodbury were able to keep politics out of the department by having but one deputy, with whom the politicians found it impossible to do business.

A Matheson car was entered in the elimination to select the American team for the Vanderbilt cup races a short while ago, and the company hired an Italian named Mongini to drive it. Some one asked Charles A. Singer, a shrewd business man, head of the Matheson company, why he did not have Cooper drive the car for him, in view of the fact that Cooper was such a fine driver.

"Why, sir," was Mr. Singer's answer, "one can get racing driver almost anywhere. A man like Tom Cooper is much too valuable to us to let him risk his life in a race."

Cooper was worth between \$50,000 and \$80,000, all of which he had made out of his prowess as a bicycle rider and as a driver of automobiles. He was unmarried.

## GERMAN NEW WOMAN ON TRIAL.

Mannish in Rig, She Defends Herself and Repeats Attacks on Police.

Special Cable Dispatch to The Sun.

HAMBURG, Nov. 19.—Dr. Anita Augspurg, vice-president of the Women's International Suffrage Alliance, was arraigned to-day on the charge of libelling the police in a newspaper article. She is a mannish looking woman with short hair. She wore knickerbockers in court, where she conducted her own case to the dock.

She has had frequent conflicts with the police, notably at Weimar, where a policeman arrested her, believing that she was a man wearing women's clothes. A crowd struggled to gain entrance to the court. The police evidence was contradictory, and Dr. Augspurg accused them of perjury. This led to a wrangle, during which voices in the court room shouted: "What do we care for women! Throw them into the Elbe! We don't want women rule!"

The trial will probably last for several days.

## GREAT BEAR SPRING WATER.

"Its purity has made it famous."—Ad.

THE 20TH CENTURY LIMITED.  
TO CHICAGO IN 16 HOURS.

Leave New York 2:30 P. M., arrive Chicago 8:30 next morning—a night's ride by the NEW YORK CENTRAL LINES, America's greatest railroad. Don't forget our fast trains to Chicago and St. Louis.—Ad.

## TOM COOPER KILLED BY AUTO.

FAMOUS DRIVER RAN HIS MACHINE INTO ANOTHER.

Hein Lambert, Show Girl, and Daniel Barkalow, Merchant, Have Fractured Skulls—The Other Machine Owned by R. A. Strong Was Stranded Empty.

Tom Cooper, the bicycle rider and expert chauffeur, was instantly killed last night in a head on automobile collision in Central Park. The accident occurred on the West Drive, 300 feet from the Seventy-seventh street entrance. Two women and two men who were with Cooper were thrown onto the pavement by the overturning of their auto and badly hurt. One man was unhurt and disappeared. The others were taken to Roosevelt Hospital.

The two women gave their names as Virginia Vernon of 835 North avenue, Jersey City, and Helen Lambert, a show girl, living at the Hotel Wroter, 137 West Forty-fifth street. The man was Daniel Barkalow, a New York merchant living in Paterson. His skull is fractured and so is Miss Lambert's. Virginia Vernon has a broken leg. She gave the names of the others.

The car struck by Cooper's machine was owned by Richard A. Strong, a woolen manufacturer living at 204 West Fifty-fifth street. Mr. Strong and F. S. Howells of Fort Washington, a Worth street cloth merchant, had been driving alone through the park with Louis Caldwell and the mechanic, Thomas Dunn. When the machine reached the point opposite Seventy-seventh street on the West Drive the gasoline gave out and Dunn set out to find some. Mr. Strong and Mr. Howells were walking along the drive waiting for him to return.

They heard the noise of another machine coming over the hill above where they were stalled and then saw it bearing down on their machine at a rate which Mr. Strong said wasn't less than forty miles an hour.

The driver either didn't see the standing auto or couldn't make the turn to avoid it. His machine struck the Strong machine a corkscrew blow which hurled it to one side and upset the flying machine altogether. The men and women who were in it were hurled in all directions.

The yark police called two ambulances and called for the reserves from the West Sixty-eighth street station. Detective Bresnan arrived shortly at the head of a dozen cops. When the two Roosevelt Hospital ambulances and five surgeons arrived they said that Cooper had been killed instantly. The two injured women and one man were taken to the hospital. One man who was unhurt disappeared.

Mr. Strong and Mr. Howells were immediately arrested and taken to the Arsenal station, although they protested that they were in no way responsible for the accident. Coroner Shady ordered their release.

Thomas Cooper, who won many prizes and championships as a bicycle rider, was born about 38 years ago in Detroit. He took up bicycle riding when he was about 15 and made a particular hit when he met Eddie Bald, then the champion, in a half mile race at Battle Creek in 1894. He beat the champion and started the bicycle riding world. The craze for racing then was almost at its highest and Cooper began to make money.

He was unlike most of the bicycle riders in that he was not a prodigal spender of money. When he made his first considerable sum of money out of bicycle riding, he sent it back home to Detroit so that his mother and sister were able to go back to his mother's birthplace in Scotland.

In 1900 Cooper won the National Cycling Association championship, which carried with it the title of professional champion of the world. He kept at the bicycle game with greater or less success for two years more and left it with a considerable sum of money. He returned to Detroit and put his money into real estate. His father and a married sister lived in houses owned by him.

In 1902 Cooper entered with Henry Ford into a combination that produced the famous 999 automobile, one of the fastest cars of the day. Cooper was not given as much money and was only a careful clever young man in his connection with the sale and handling of automobiles. He continued with Henry Ford for two years and in 1904 went to take a position with the Matheson Automobile Company of this city.

Only a little while ago he made a record of 51 4-5 seconds driving a Matheson touring car straightaway for a mile with a load of seven persons in it. It was an unusual feat for one that called forth admiration for the skill of the driver.

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"Its purity has made it famous."—Ad.

## CARNEGIE GIVES \$1,000,000

To Further the Cause of International Peace—The Income Only to Be Used.

ST. LOUIS, Nov. 19.—Congressman Richard Bartholdt left this morning for New York at the invitation of Andrew Carnegie, who has promised to turn over to him \$1,000,000 to be used in furthering the propaganda of international peace. The matter has been under consideration for some time. Before Mr. Bartholdt started for New York he told several friends of the plan and expressed hopefulness as to the result of the work.

One of these friends who would not permit his name to be used, said that the money had been definitely promised and that the present visit of the Congressman to the Ironmaster is to arrange for the transfer of the fund and for the formation of the peace bureau, which will have charge of the campaign. Only the income of the fund will be utilized. This income will amount to \$40,000 or \$50,000 a year.

It will be expended in an effort to direct public opinion in favor of arbitration as a means of settling disputes between nations. The scope of the work will be world wide, and those nations which are often engaged in wars and threats of wars will receive the most attention. Literature will be scattered, meetings will be arranged and all possible means will be adopted to encourage a sentiment against war and bloodshed.

## NEGROES THREATEN TILLMAN.

Appeal to Chicago Blacks to Prevent Him From Lecturing Rouses Police.

CHICAGO, Nov. 19.—Negro leaders are planning to prevent the appearance of United States Senator Benjamin R. Tillman at Orchestra Hall, November 27.

An appeal was made to-day to "all brave and liberty loving Afro-Americans in this city to assemble at Orchestra Hall and prevent Ben Tillman from speaking there."

The call appeared in the current issue of the *Broader*, a negro paper.

Steps have been taken by the police to prevent trouble. Senator Tillman is to lecture for the benefit of the Chicago Union Hospital.

## IMPRISON CANADIAN SEALERS.

Guard Ship Seizes Fogbound Schooner on the Coast of Uruguay.

OTTAWA, Nov. 19.—The Government has been notified that another Halifax sealing schooner is in trouble with the Government of Uruguay. South America, the vessel being the *Gertrude*, commanded by Capt. Ryan.